

than when his country called on him to serve in Vietnam, where he and his brother Tom, having bravely enlisted together, fought shoulder-to-shoulder as infantry squad leaders with the U.S. Army's 9th Infantry Division. Both displayed enormous heroism on the field of battle and were decorated soldiers, with CHUCK earning two Purple Hearts.

As you can imagine, it has been a privilege over these past 12 years to witness the courage and candor of this American hero and esteemed colleague, whether on measures addressing war, specifically in Iraq, or matters concerning the Foreign Intelligence Surveillance Act, FISA. Senator HAGEL was indeed my compatriot and ideological soul mate on the Senate Intelligence Committee. If you must go into battle whether in war or in politics, you want to engage your opponents with someone of CHUCK HAGEL's mettle and fortitude.

A true conservative who believes in limited government—and that the diffusion of power and authority are the surest check against despotism and the best hope for democracy—Senator HAGEL has demonstrated a visceral and unending passion for this institution and for the possibilities of effective governance by people of good will. And Senator HAGEL crystallized this deeply held belief in his farewell speech on the floor of the Senate when he emphasized to his colleagues that . . .

Article I of the constitution is about the Congress. We are a co-equal branch of government. And if anything I've learned in the 12 years I've been here is the importance of sharing, participating in the governance of our country, being part of that governance, helping make decisions with the president and the executive.

Finally, as a Mainer, I must say how fitting it was that a few years ago Senator HAGEL was recognized as one of the esteemed recipients of The Edmund S. Muskie Distinguished Public Service Award. Senator HAGEL exemplifies the best of the Muskie tradition which was built upon certain irrefutable, sterling standards for high intellect, unassailable integrity, and a lifetime of legendary service.

To his wife Lilibet and their daughter Allyn and son Ziller, thank you for sharing your husband and your father with us for these 12 years. And to CHUCK, we will miss your voice and your vision. By your words and in your deeds, you bring to mind the Greek playwright and poet, Aeschylus, who wrote that "his resolve is not to seem the bravest, but to be." You have been a brave steward of the public trust, and we are forever thankful.●

WAYNE ALLARD

● Mr. SESSIONS. Mr. President, one of the great privileges of my tenure in the Senate has been to serve with my colleague WAYNE ALLARD from Colorado.

He and his wonderful wife and partner Joan have contributed greatly to the life of the Senate. WAYNE has been a leading advocate for a strong space and missile defense program, an impor-

tant issue when he chaired the Strategic Subcommittee of the U.S. Senate Committee on the Armed Services. I was honored to follow him in that position when he moved to the prestigious Appropriations Committee.

WAYNE has also been a firm and consistent voice for a sound economic policy based on the free market, lower taxes, free trade, and restraint in spending. Day after day—year after year—he never wavered in those principles.

I deeply regret that WAYNE took a pledge to not seek a third term in the Senate. His unqualified commitment to principle will be sorely missed. WAYNE is a man of integrity, and he never hesitated to keep the promise he made to the voters of Colorado.

WAYNE and I came to the Senate together. We have been good friends throughout our time here. We have stood together in the Armed Services Committee in support of our men and women in uniform. We were thrilled to see the child tax credit become law, providing relief to hard-working American families. We witnessed many other important pieces of legislation be enacted into law. And we were able to stop quite a few bad pieces also.

Mary and I send our best and most sincere wishes to WAYNE and Joan. I know that he will continue to contribute to the good of Colorado and to the Nation.●

#### AUTOMOBILE INDUSTRY CRISIS

● Mr. WYDEN. Yesterday, when I heard the majority leader was going to call a cloture vote, I changed my schedule and hurriedly returned to Washington, DC, from Oregon, where I had been working on the Oregon Business Plan at the Oregon Business Summit in Portland. I was on an airplane, about an hour away from the Capitol, when the Senate Leader called the vote, and I missed the cloture vote on the \$14 billion loan package for the U.S. automobile industry. It is my understanding that if my vote could have possibly made the difference, the Leader would have waited for my plane to arrive, but I want it to be noted that it was my intention to vote for cloture. While I continue to have concerns about ensuring that taxpayers are protected if this loan is to occur, I believe that if the President can unwisely provide \$700 billion of taxpayer money for the investment banks that took horribly unacceptable risks and helped trigger an economic collapse, we certainly have a duty to attempt to preserve a cornerstone domestic industry and the jobs of hundreds of thousands of working people whose personal actions are in no way responsible for the current economic crisis.●

● Mr. KERRY. Mr. President, I am extremely disappointed that the Senate was not able to pass legislation to make bridge loan funding available to our country's automotive industry—not because I condone the behavior of

these companies in recent years which brought them to the brink but because I believe allowing their failure at a time of great economic uncertainty could deal a serious blow to our national economy.

The domestic automotive industry represents almost four percent of our Nation's gross domestic product and ten percent of our industrial production by value. One out of every 10 U.S. jobs is impacted by the U.S. automotive industry. GM, Ford and Chrysler account for roughly 65 percent of U.S. auto production and support millions of jobs across all 50 States. The Center for Automotive Research recently reported that in Massachusetts alone, the automobile industry accounts for more than 28,000 jobs and \$256 million in wages. The bridge loans that would have been made available through this legislation would have gone to protect not only the jobs dependent on this industry but the American economy as a whole, which is suffering from a widespread liquidity crisis that extends well beyond the vital automotive sector.

I believe this critical moment presents an opportunity for the Federal Government and the automobile manufacturers to transform an industry that has long resisted the changes that are so clearly necessary for their continued global competitiveness. The assistance provided in the bill was conditioned upon a commitment by the industry to use this money wisely to become more efficient market participants. The legislation included important provisions that would help ensure American taxpayers that this assistance is not used as a line of credit simply to continue business as usual. The legislation also included important safeguards to limit executive compensation to ensure that taxpayer funds are not wasted.

I was absent for the vote that occurred Thursday evening because—as the incoming Foreign Relations Committee Chairman—I was representing the Senate at ongoing international climate change negotiations being held in Poznan, Poland. But I was prepared to return from Poland at a moment's notice had we reached a bipartisan agreement or were my vote needed to pass cloture and break a logjam. Instead, thanks to obstruction by the minority, the 110th Congress has come to a close, and the automobile industry teeters on the brink of collapse. In the absence of Congressional action, I urge the President to tap the Troubled Assets Relief Program so that American automakers can access sufficient capital to survive in the short-term. I remain hopeful that the 111th Congress will be a Congress of real economic progress and will work to ensure that the American automobile industry remains globally competitive in the long-term.●